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Additional letters of support submitted after grant submission will be posted to the Project application website: <http://www.mdot.maryland.gov/newMDOT/Planning/Grants/INFRA/INFRA.html>



LARRY HOGAN
GOVERNOR

STATE OF MARYLAND
OFFICE OF THE GOVERNOR

February 18, 2020

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I write to offer my full support for Washington County's application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81/Halfway Boulevard Freight Connection Project. This project will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in Maryland's rural Appalachian region. By providing for completion of Phase 2 of I-81, this project also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. This project will ensure Washington County and the surrounding area are able to attract new businesses while improving operating conditions for existing businesses.

The widening of I-81 from MD 68 to beyond I-70, completed in conjunction with the extension of Halfway Boulevard, will be an enormous boost to Maryland's economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and provide greater truck mobility and access to truck parking, which faces a shortage along the I-81 and I-70 corridors.

I urge you to favorably consider the I-81/Halfway Boulevard Freight Connection project and invest in this critical regionally and nationally significant project to advance freight connections in rural Maryland. This application is reflective of a strong partnership among Washington County, the Maryland Department of Transportation State Highway Administration (MDOT SHA), and the private sector to leverage available resources to implement this priority project.

Sincerely,



Larry Hogan
Governor

CC: Mr. Gregory Slater, Secretary, Maryland Department of Transportation (MDOT)

February 18, 2020

Ms. Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Chao:

I write to offer my full support for Washington County and the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Infrastructure for Rebuilding America (INFRA) joint grant funding application for the I-81/Halfway Boulevard Freight Connection Project. This project will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. By providing funding to complete Phase 2 of I-81, it also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. This project will ensure Washington County is able to attract new businesses and retain existing ones.

Maryland's I-81 corridor no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the freight movement in a corridor estimated to carry 12 percent of the Country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top one percent of truck volume by lane mile in the nation. Receiving this grant funding will help maintain the I-81 corridor's position as a national asset for freight movement for the next several decades. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and provide greater access to truck parking, a much-needed resource along the I-81 and I-70 corridors.

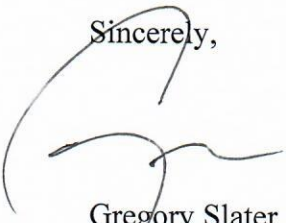
I urge you to favorably consider this regionally and nationally significant project and invest in this critical effort to advance freight connections in rural Maryland. Approving this grant will allow the I-81/Halfway Boulevard Freight Connection project to begin within 11 months and ensure substantial completion two and one-half years after the notice to proceed.

Ms. Elaine L. Chao
Page Two

The MDOT SHA is prepared to commit its required grant funding match. This application is reflective of a strong partnership among Washington County, the MDOT SHA, and the private sector to leverage available resources to implement a priority project.

Thank you for your consideration. If you have any additional questions, you may contact Mr. Jeff Stockdale, MDOT Federal Legislative Officer, at 410-865-1096 or jstockdale@mdot.maryland.gov. Mr. Stockdale will be happy to assist you.

Sincerely,



Gregory Slater
Acting Secretary

cc: Mr. Scott Hobbs, Director, Division of Engineering, Washington County
Mr. Jeff Stockdale, Federal Legislative Officer, MDOT

Ms. Elaine L. Chao

Page Three

bcc: Mr. R. Earl Lewis, Jr., Deputy Secretary of Policy, Planning, and Enterprise Services,
MDOT
Ms. Michelle D. Martin, Deputy Director, Office of Planning and Capital Programming,
MDOT
Ms. Heather Murphy, Director, Office of Planning and Capital Programming, MDOT
Mr. Sean Powell, Deputy Secretary of Operations and Homeland Security, MDOT
Mr. Jeff Tosi, Director, Office of Government Affairs, MDOT

Congress of the United States
Washington, DC 20515

February 19, 2020

Secretary Elaine L. Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao,

We write to you to offer our full support for the application submitted by Washington County, Maryland for Infrastructure for Rebuilding America (INFRA) grant funding for the I-81/Halfway Boulevard Freight Connection Project. This project will help the corridor meet the increasing demands for capacity and mobility, as well as improve the safety of this freight path in our rural, Appalachian region. By providing funding for the completion of Phase 2 of I-81, a second, long-planned county road that connects Interstate 81 with Maryland 63 by way of Halfway Boulevard would also be completed, increasing business development opportunities and providing alternative routes for freight traffic to I-81 and I-70. This project will ensure that Washington County is able to attract new businesses and retain existing ones.

The I-81 Corridor in Maryland no longer meets mandated performance requirements, resulting in a disruptive bottleneck, slowing the movement of freight in a corridor estimated to be responsible for 12 percent of the nation's Gross Domestic Product (GDP) per year. The Maryland portion of I-81 carries nearly 20,000 trucks daily and is among the top 1 percent of truck volume by lane mile in the nation. Full funding of Washington County's application will help maintain the Corridor's position as a national asset for freight movement into the future.

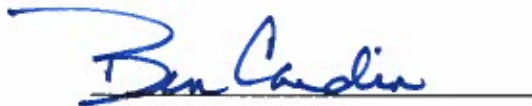
Once widened in conjunction with the extension of Halfway Boulevard, I-81 will have a significant impact on the economy of not only Washington County, but all of Western Maryland. In addition to supporting thousands of existing jobs, once completed the highway will enable the development of new business parks and provide increased access to truck parking, a needed resource along both I-81 and I-70.

We urge you to favorably consider this regionally and nationally important project and invest in this critical effort to advance freight connectivity in rural Western Maryland. Selection of this grant will allow the I-81/Halfway Boulevard Freight Connection project to begin within 11 months and substantial completion 2.5 years after notice to proceed. The Maryland Department of Transportation's State Highway Administration (MDOT-SHA) is prepared to commit its required match of the grant funds. This application is a reflection of a strong partnership between the local and state governments, as well as the private sector to leverage current and anticipated resources to implement this vital project.

Sincerely,




David Trone
Member of Congress



Benjamin L. Cardin
United States Senator



Chris Van Hollen
United States Senator



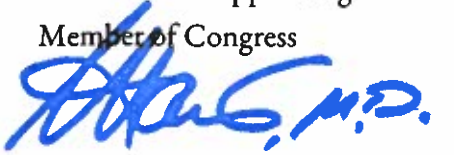
Steny H. Hoyer
Member of Congress



C.A. Dutch Ruppertsberger
Member of Congress



John P. Sarbanes
Member of Congress



Andy Harris, M.D.
Member of Congress



Anthony Brown
Member of Congress



Jamie Raskin
Member of Congress

United States Senate

WASHINGTON, DC 20510-4804

COMMITTEES
APPROPRIATIONS
ARMED SERVICES
ENERGY AND NATURAL RESOURCES
VETERANS' AFFAIRS

February 3, 2020

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20003-3660

Dear Secretary Chao,

I have been notified that the Maryland Department of Transportation (MDOT) is submitting a grant application to the U.S. Department of Transportation under the Infrastructure for Rebuilding America (INFRA) grant program.

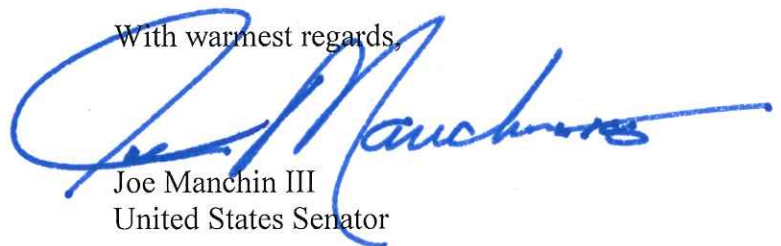
I am writing to express my support for MDOT, their state and local partners, and this application. I understand that, if approved, funding provided by this opportunity will be utilized for the I-81/Halfway Boulevard Freight Connection Project. This project will greatly improve operational capacity, mobility needs, and address critical safety concerns along this designated freight corridor.

I-81 is one of the most significant major freight corridors in the United States and serves as a vital route for the distribution of goods and materials to and from the Appalachian region and the Northeast. Unfortunately, this corridor can no longer effectively accommodate the current freight demand, resulting in a disruptive bottleneck that negatively affects the movement of more than 19,000 trucks per day – or 12% of the country's Gross Domestic Product per year.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost for the regional economy. The economic benefit of this project will radiate well outside of West Virginia and Maryland's borders and will leverage continued economic development, business growth and job creation throughout Appalachia.

I greatly appreciate your noting my strong support and interest in this application and providing it a full and fair review. If you have questions, please contact Ryan Thorn in my Charleston, West Virginia office at 304-342-5855. Thank you in advance for your attention and consideration.

With warmest regards,



Joe Manchin III
United States Senator

JM/rt

ROBERT P. CASEY, JR.
PENNSYLVANIA

COMMITTEES:
AGRICULTURE, NUTRITION,
AND FORESTRY
FINANCE
HEALTH, EDUCATION,
LABOR, AND PENSIONS
SPECIAL COMMITTEE ON AGING

United States Senate

WASHINGTON, DC 20510

February 19, 2020

The Honorable Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, Southeast
Washington, District of Columbia 20590

Dear Secretary Chao:

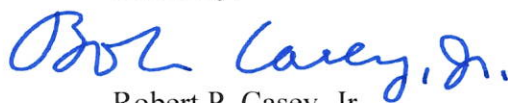
I write in support of the application submitted by the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding from the United States Department of Transportation's Infrastructure for Rebuilding America (INFRA) grant program. I urge you to give this proposal full and fair consideration.

If granted, MDOT SHA would use the requested \$55 million to make public safety and freight improvements to I-81, which extends into counties in Virginia, Maryland, West Virginia and Pennsylvania. The corridor, which carries around 12% of the country's gross domestic product, is currently too small for the large volume of truck traffic it sees every day. Presently, this results in a bottleneck that disrupts traffic and freight movement and causes a high number of crashes.

As I-81 continues into Franklin County, Pennsylvania, the benefits from this expansion would be evident there as well, which is why MDOT SHA has the support of the Franklin County Area Development Corporation (FCADC). Widening I-81 in that area would increase operational capacity, improve safety and position the corridor to serve as a national asset for freight movement in the future, not only in Maryland, but in Virginia, West Virginia and Pennsylvania.

Thank you in advance for your thoughtful consideration. Please include this letter in the official record of the application. Consistent with all applicable laws, rules and regulations, I also respectfully request that you keep me informed of the status of this grant application. Finally, if you have any questions, comments or concerns, please feel free to contact me or my staff at (202) 224-6851.

Sincerely,



Robert P. Casey, Jr.
United States Senator

ALEX X. MOONEY
2ND DISTRICT, WEST VIRGINIA

FINANCIAL SERVICES COMMITTEE
SUBCOMMITTEE ON
INVESTOR PROTECTION, ENTREPRENEURSHIP
AND CAPITAL MARKETS
SUBCOMMITTEE ON
DIVERSITY AND INCLUSION

Congress of the United States
House of Representatives
Washington, DC 20515-4802

CHARLESTON OFFICE:
405 CAPITOL STREET
SUITE 306
CHARLESTON, WV 25301
(304) 925-5964

MARTINSBURG OFFICE:
300 FOXCROFT AVENUE
SUITE 101
MARTINSBURG, WV 25401
(304) 264-8810

WASHINGTON OFFICE:
2440 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2711

<http://mooney.house.gov>

February 6, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

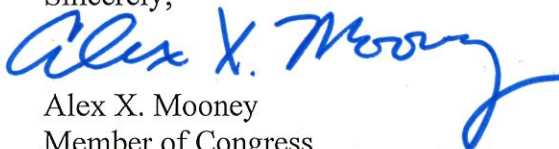
Dear Secretary Chao:

I write to offer my support for the State of Maryland Department of Transportation's (MDOT) application for the Infrastructure for Rebuilding America (INFRA) grant program for the next phase of the I-81 Widening Project from just north of Exit 1 (and the end of the current project) to Exit 5 (Halfway Boulevard). This project will not only increase operational capacity and improve mobility needs but it will also address critical safety concerns along this significant freight corridor in our rural, Appalachian region of the nation.

The I-81 Corridor in Maryland no longer meets system performance requirements as a result of frequent disruptive congestion that negatively affects the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades. With completion of the first phase of I-81 widening in Maryland (including the construction of new bridges over the Potomac River) along with ongoing improvements and widening of I-81 in West Virginia, this project is the logical next step to improving traffic flow and safety along this vital transportation corridor. The project will be of great benefit to this multi-state region including many of my constituents who travel I-81 on a regular basis.

We appreciate your consideration of the I-81 Widening Project and MDOT's request for INFRA grant funding. Should you have any questions or need additional information, please feel free to contact my Martinsburg District Office.

Sincerely,


Alex X. Mooney
Member of Congress



THE MARYLAND GENERAL ASSEMBLY
ANNAPOLIS, MARYLAND 21401
WASHINGTON COUNTY DELEGATION

February 12th, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:


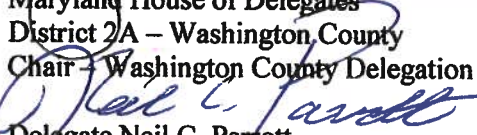
Please accept this letter as an indication of our full support for Washington County's application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81/Halfway Boulevard Freight Connection Project. This project is desperately needed to improve operational capacity, and address critical safety concerns along this designated freight corridor in our rural, Appalachian region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

In addition to the widening of I-81, the project completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, and will ensure Washington County is able to attract new and retain existing businesses by providing alternative routes for freight traffic utilizing interstates I-81 & I-70.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,


Delegate William J. Wivell
Maryland House of Delegates
District 2A – Washington County
Chair – Washington County Delegation

Delegate Neil C. Parrott


Delegate Mike McKay


Delegate Paul Corderman


Senator George Edwards


Senator Andrew Serafini



OFFICE OF THE COUNTY ADMINISTRATOR

February 11, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: Infrastructure for Rebuilding America (INFRA) Grant Program

Dear Secretary Chao:

I am writing to express my strong support of the ongoing effort of the Maryland Department of Transportation State Highway Administration (MDOT SHA) to widen I-81 in Maryland to six lanes along the 12-mile section between West Virginia and Maryland. Phase 1 Widening will be completed in 2020, and Washington County has been working on the application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81 Phase 2 Corridor Widening Project in collaboration with MDOT SHA and other private stakeholders.

Washington County and MDOT SHA are seeking a grant of \$55 million to bridge the gap in construction funding for a project to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region. The I-81 Phase 2 Corridor Widening Project includes two components: a much-needed widening and upgrade of a 3.5-mile section of I-81, and a 0.6-mile extension of Halfway Boulevard to meet Maryland State Route 63 approximately 0.4 miles north of its interchange with I-70. This will create a new link between interstate interchanges on I-81 and I-70, opening land for development along this new road segment.

The I-81 corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck slowing the movement of freight in a corridor that is estimated to carry twelve (12) percent of the country's Gross Domestic Product each year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1 percent of truck volume by lane mile in the entire nation. The I-81 Corridor Widening Project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the next several decades.

The Honorable Elaine Chao

February 11, 2020

Page 2

In addition to creating new capacity, the I-81 Corridor Widening Project will improve safety by reconstructing several hazardous entries and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of I-81 in Maryland doubled between 2010 and 2015 and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

Phase 1 of the I-81 Corridor Widening Project commenced construction in October 2016 and is expected to be completed this summer. Should MDOT SHA be awarded the INFRA grant for this project, Phase 2 will be able to commence.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening Project, INFRA grant. If you have any questions regarding my support for this project, please do not hesitate to contact me at 240.313.2230.

Sincerely,

A handwritten signature in blue ink that reads "Kirk C. Downey". The signature is fluid and cursive, with the first name "Kirk" being the most prominent part.

Kirk C. Downey

Interim County Administrator

Jeffrey A. Cline, *President*
Terry L. Baker, *Vice President*
Krista L. Hart, *Clerk*



Wayne K. Keefer
Cort F. Meinelschmidt
Randall E. Wagner

BOARD OF COUNTY COMMISSIONERS OF
WASHINGTON COUNTY, MARYLAND

February 19, 2020

The Honorable Elaine L. Chao
Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: Infrastructure for Rebuilding America (INFRA) Grant Program.

Dear Secretary Chao:

The Washington County Board of County Commissioners would like to convey the concerns that citizens, business owners, and emergency operations employees of Washington County have with the inadequate 12.08 miles of Interstate 81 connecting West Virginia to Pennsylvania through Washington County. The Board is partnering with the Maryland Department of Transportation State Highway Administration (MDOT SHA) to widen I-81 in Maryland to six lanes.

The safety and economic concerns of the I-81 corridor line up with the 4 part plan Governor Hogan initiated in 2019 called "Foundation for Success". The themes and impacts to Washington County of the 4-part plan are listed below.

- **Getting to work:** Accidents on the interstate delay people from getting to work or home and delay supplies reaching businesses. From January 2010 to September 2018, 493 reportable crashes occurred within Maryland's I-81 corridor. This resulted in 168 injuries and four fatalities.
- **Enhancing efficiency:** The current inadequacy of I-81 negatively impacts travelers' and businesses' productivity. An accident on I-81 affects secondary road traffic, increasing traffic volume and the potential for spillover accidents. Furthermore, depending on the length of the accident and the backlog of traffic, sales of retail establishments and restaurants decrease.
- **Strengthening security and resiliency:** The interstate is partially or completely closed when an accident occurs. The infrastructure of the roads affects the ability of emergency responders to access the accident site. Furthermore, traveler safety is diminished by the potential for subsequent accidents, and traveler efficiency is hampered due to the time experts need to reconstruct an accident.

lodging in Washington County. More than \$109,000- per day is contributed by travelers using I-81. In Washington County, tourism makes up to eight to ten percent (8–10%) of the work force.

The Washington County Board of County Commissioners and MDOT SHA have partnered to seek your support for the INFRA Grant of \$55 million. The County has committed \$1,000,000 in funding to support the widening of Interstate 81.

Our citizens, area businesses, and the travelling public deserve safe passage on an interstate with adequate capacity to support current traffic volume. Please support this necessary and worthy interstate widening project.

Sincerely,

BOARD OF COUNTY COMMISSIONERS OF
WASHINGTON COUNTY, MARYLAND

By: 
Jeffrey A. Cline, President

cc: Board of County Commissioners
Kirk C. Downey, Interim County Administrator



CITY OF HAGERSTOWN, MARYLAND

The Honorable Robert E. Bruchey, II

Mayor

One East Franklin Street • Hagerstown, MD 21740

E-mail: mayor@hagerstownmd.org

Telephone: 301.766.4161 • TDD: 301.797.6617

February 6, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I write to offer the City of Hagerstown's full support for Washington County and the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Infrastructure for Rebuilding America (INFRA) Grant Funding Application for the I-81/Halfway Boulevard Freight Connection Project. This project will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. The connection of these two interstates is vital to the future movement of freight and commerce through Washington County, Maryland, and the East Coast. This project will ensure Washington County is able to attract new and retain existing businesses.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and increase freight access and connectivity while helping reduce traffic congestion and safety hazards. We are very excited about the NorthPoint Development being planned along Wesel Boulevard in the City. The development includes 2.2 million square feet of new warehouse construction (four buildings) and a \$133 million investment with the possibility of 1,500 jobs. Buildings 1 & 3 are planned to start construction in March 2020 with completion around December of 2020. Buildings 2 & 4 are planned to start construction in March 2021 with completion around December of 2021. The majority of this commerce will use I-81.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,

Robert E. Bruchey, II
Mayor of Hagerstown, Maryland

c: Hagerstown City Council
Scott Nicewarner, City Administrator
Rodney Tissue, City Engineer



CITY OF MARTINSBURG
OFFICE OF THE MAYOR
232 NORTH QUEEN STREET • P.O. BOX 828
MARTINSBURG, WEST VIRGINIA 25402
PHONE (304) 264-2140

January 30, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, C.D. 20590



RE: WASHINGTON COUNTY, MARYLAND INFRA GRANT APPLICATION

Dear Secretary Chao:

The City of Martinsburg is writing to express our strong support for Washington County's application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81/Halfway Boulevard Freight Connection Project, which will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. This project will ensure Washington County is able to attract new and retain existing businesses.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and provide greater access to truck parking, a much-needed resource along the I-81 and I-70 corridors.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,

A handwritten signature in dark ink, appearing to read "George Karos", is written over a faint, larger version of the same signature.

George Karos
Mayor

GK/djd

Cc: City Council Mark S. Baldwin, City Manager

Matt Mullenax, HEPMPO Executive Director



Public and Government Affairs

8600 La Salle Road, Suite 639
Oxford Building
Towson, MD 21286
(410) 616-1900

February 19, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

On behalf of AAA Mid-Atlantic, I write to offer the auto club's support for Washington County and the Maryland Department of Transportation State Highway Administration's (MDOT SHA) *Infrastructure for Rebuilding America (INFRA) grant funding application for the I-81/Halfway Boulevard Freight Connection Project*. This project will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. This project will ensure Washington County is able to attract new and retain existing businesses.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's gross domestic product per year. According to the Maryland Department of Transportation, the Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top one percent of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and provide greater access to truck parking, a much-needed resource along the I-81 and I-70 corridors.

We appreciate your consideration of the *I-81/Halfway Boulevard Freight Connection Project* and MDOT and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this vital project.

Sincerely,

A handwritten signature in blue ink that reads 'Ragina C. Ali'.

Ragina C. Ali
Public and Government Affairs Manager
AAA Mid-Atlantic, Maryland



A. C. & T. Co., Inc.

11535 Hopewell Road * P.O. Box 4217

Hagerstown, Maryland 21741-4217

1-800-458-FUEL * 301-582-2700 * Fax 301-582-2719

February 7, 2020

The Honorable Elaine Chao
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: Rebuilding America (INFRA) Grant Program for the I-81/Halfway Boulevard Freight Connection Program

Dear Secretary Chao:

I write to offer my full support for Washington County's application for the infrastructure for Rebuilding America (INFRA) grant program for the I-81 Halfway Boulevard Freight Connection Project, which will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. This project will ensure Washington County is able to attract new and retain existing business.

The I-81 Corridor is critical to the viability of AC&T. Our company employs approximately 700 people locally. Since 1959, we have distributed petroleum products, propane, and various rentals including portable toilets, containers and trailers. Affiliates also develop and lease real estate to companies such as ABF, A. Dui Pyle, FedEx Freight, JLG, Old Dominion, RL/Greenwood, and XPO. All of these companies are extremely dependent on the I-81 corridor. These companies offer 1,000's of good paying jobs. The positive impact to the local economy is significant.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of the grant funding will help maintain the I-81 Corridors position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of

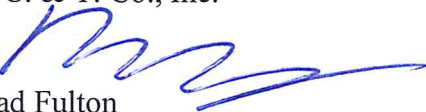
jobs already in the corridor, it will enable the development of new business parks and provide greater access to truck parking, a much-needed resource along the I-81 and I-70 corridors.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Thank you for your consideration of the I-81 Infrastructure for Rebuilding America (INFRA) grant program for the I-81/Halfway Boulevard Freight Connection Project. If you have any questions regarding our support for this project, please do not hesitate to contact us.

Sincerely,

A. C. & T. Co., Inc.



Brad Fulton
President



The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

We are writing you to express our support for Washington County and the Maryland Department of Transportation State High Way Administration (MDOT SHA) application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81/Halfway Boulevard Freight Connection Project. As a local development and trucking company, we understand the importance of sound infrastructure and public/private partnerships.

Bowman Group contains businesses which began in Washington County in 1959. Each of the industries contained within Bowman Group is widely affected by the I-81 Corridor and we have concerns that without the necessary widening, it could become detrimental to our business. Two businesses affected at large include a top 200 carrier, D.M. Bowman Inc. Trucking, and the largest real estate development company in Washington County, Bowman Development.


D.M. Bowman Inc. trucking company depends heavily on the Interstate to provide safe and efficient travel. The current I-81 Corridor in Maryland no longer meets system performance requirements which creates disruptive bottlenecks and negatively affects the movement of freight. The suggested improvements will also improve safety by the reconstruction of exit ramps to create safer merging and exiting. This project would allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project and to allow one of the country's busiest and most congested freight corridors to keep pace with future traffic growth.

As the largest real estate developer in Washington County, Bowman Development is greatly affected by the I-81 widening project. Along with our other numerous investments, we are currently investing \$25M into a 765,000 SF warehouse expansion within a mile of I-81 with a completion date of April 1, 2020. The success of this project will depend on the continued efficient and safe traffic flow on I-81.

While completing our newest warehouse, we are also committed to invest \$750,000 into Halfway Boulevard Extended as part of a private/public partnership for future development. If awarded the grant, the scope of Phase 2 will increase the widening from the end of Phase 1 in West Virginia to the Halfway interchange, including an extension of Halfway Blvd to RT 63. The expansion in this area will spur commercial development surrounding the road and alleviate traffic issues in the area. This project will also improve connectivity between Interstates 70 and 81 and existing nearby commercial/industrial areas. We have submitted a concept for this site that could potentially accommodate 1.4 million square feet of commercial/industrial buildings.

We appreciate your consideration for the I-81 Phase 2 Corridor Widening Project and MDOT SHA's request for BUILD grant funding. We hope you see the impact that our roadways have not only on our business but commercial real estate and trucking as a whole. If you have any questions in regards to our support for this project, please contact us.

Sincerely,



Donald M. Bowman
Founder and CEO
The Bowman Group



Phone: 301 790-7474
800 452-7004
Fax: 301 790-7499

February 12, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

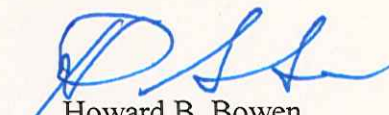
I write to offer my full support for Washington County and the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Infrastructure for Rebuilding America (INFRA) grant funding application for the I-81/Halfway Boulevard Freight Connection Project. This project would improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also would complete a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. This connection is vital to the future movement of freight and commerce through Washington County, Maryland, and along the East Coast. This project is also critical to Washington County being able to attract new business.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and increase freight access and connectivity while helping reduce traffic congestion and safety hazards.

We appreciate your favorable consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,



Howard B. Bowen
CEO

James A. Sears, Jr.
President,
Maryland Operations

February 11, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I write to offer my full support for Washington County and the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Infrastructure for Rebuilding America (INFRA) grant funding application for the I-81/Halfway Boulevard Freight Connection Project. This project will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. The connection of these two interstates is vital to the future movement of freight and commerce through Washington County, Maryland, and the East Coast. This project will ensure Washington County is able to attract new and retain existing businesses.

A vital part of the job for Potomac Edison's 400 Maryland employees is to provide safe, reliable electric service to nearly 266,000 residential, commercial and industrial customers in our service area throughout the state. When electric service is disrupted to our customers, we need to respond as quickly as possible to make repairs and restore power.

Unfortunately, conditions along I-81 have eroded the strategic value of our proximity to the highway, a location that would ideally provide our crews fast access to our electrical infrastructure. Heavy freight truck volumes that exceed the capacity of I-81 often lead to snarls and crashes that markedly slow our response times, sometimes resulting in longer service interruptions.

For many of our customers, outages transcend inconvenience, leading to lost sales and production. For Potomac Edison, we face regulatory scrutiny if it takes us too long to restore power. For all of us, there are potential public safety issues to consider. Of course, we have no control over traffic backlogs on I-81 that can also spillover onto adjacent roadways. Traffic tie-ups in Maryland may also hamper the movement of southbound utility crews and materials to our Potomac Edison West Virginia service territory, where we have tens of thousands of customers along the I-81 corridor.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of

this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and increase freight access and connectivity while helping reduce traffic congestion and safety hazards.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. A. Sears, Jr.", with a stylized flourish at the end.

James A. Sears, Jr.
President, MD Operations

c: Senator Ben Cardin
Senator Chris Van Hollen



February 13, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: Fiserv support for I-81 Halfway Boulevard Freight Connection Project

Dear Secretary Chao:


I am reaching out to let you know that Fiserv fully supports Washington County and the Maryland Department of Transportation State Highway Administration in their application for Infrastructure for Rebuilding America (INFRA) grant funding for the I-81/Halfway Boulevard Freight Connection Project. This Project will improve operational capacity and mobility in the Maryland I-81 corridor, and will address critical safety concerns for regional travelers – many of whom are Fiserv employees and clients.

Fiserv's facility in Hagerstown, Maryland, houses more than 1500 employees. The facility sits on Maryland Parkway and is accessed via exit 6 from the Maryland portion of I-81. The majority of our Hagerstown employees – who commute from the Maryland, Pennsylvania, and West Virginia tristate area – use I-81.


Currently, the I-81 corridor in Maryland does not have enough lanes to meet the travel and access demands of the region. This negatively affects our Hagerstown facility employees and clients, who experience bottlenecks and delays. The heavy traffic and congestion cause frequent accidents, which are disruptive to our business. As proposed, the Project would widen I-81 from MD 68 to beyond I-70 to six lanes, which would reduce congestion, increase safety, and boost the regional economy.

We appreciate your consideration of Washington County's request for INFRA grant funding for this Project. The Project represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and local businesses. We believe the Project is necessary to minimize the traffic delays for our Hagerstown employees and reduce safety concerns for all area travelers.

Sincerely,



Josh Semler
General Manager
Fiserv
Hagerstown MD



Susan Cvijanovich
Vice President Operations
Fiserv
Hagerstown MD



1900 Wayne Road
Chambersburg, PA 17202

(717) 263-8282
FAX (717) 263-0662
www.fcadc.com

February 10, 2020

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

**RE: Infrastructure for Rebuilding America (INFRA) Grant Application
I-81/Halfway Boulevard Freight Connection Project: Washington County, Maryland**

Dear Secretary Chao:

Infrastructure is the genesis of economic development. As president of the Franklin County Area Development Corporation (FCADC), I am writing to express our unqualified support of the **INFRA** funding request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for the I-81/Halfway Boulevard Freight Connection Project. MDOT SHA is seeking a \$55 Million grant that, if approved, will leverage public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.


I-81 is the economic lifeline of our quad-state region to include Frederick County, Virginia, Berkeley County, West Virginia, Washington County, Maryland, and Franklin County, Pennsylvania...four counties, four states-40 miles. The I-81 Corridor in Maryland no longer meets system performance requirements resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor that is estimated to carry 12% of the Country's annual Gross Domestic Product (GDP). **The Maryland portion of I-81 carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation.** The I-81 Corridor Widening project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the foreseeable future. **Given the regional implications of the proposed improvements, the Project will provide similar operational enhancements in Franklin County, Pennsylvania.**

By creating new capacity, the I-81 Corridor Widening project will improve safety, which is even more important than the economic development benefits of the project. Crash rates along the 12-mile segment of I-81 in Maryland doubled between 2010-2015 and have been compounded by an increasingly high percentage of truck-involved incidents. By comparison,

The Honorable Elain Chao
February 10, 2020
Page 2

the State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant decrease in the number of crashes in a four-year period.

Funding of the proposed I-81/Halfway Boulevard Freight Connection Project meets the intended purpose of the INFRA grant program. As such, your consideration of this request is greatly appreciated.

Sincerely,

L. Michael Ross
President

C: FCADC Board of Directors
Congressman Dr. John Joyce, 13th District-PA
U.S. Senator Pat Toomey
U.S. Senator Bob Casey
Steve Thomas, Director, Franklin County Planning Department
James Kercheval, Executive Director, Greater Hagerstown Committee



GREATER CHAMBERSBURG
CHAMBER OF COMMERCE

100 Lincoln Way East
Chambersburg, PA 17201

chamber@chambersburg.org
Phone: 717-264-7101
Fax: 717-267-0399

February 17, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I write to offer my full support for Washington County and the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Infrastructure for Rebuilding America (INFRA) grant funding application for the I-81/Halfway Boulevard Freight Connection Project. This project will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. The connection of these two interstates is vital to the future movement of freight and commerce through Washington County, Maryland, and the East Coast. This project will ensure Washington County is able to attract new and retain existing businesses.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The newly expanded Panama Canal. PANA-MAX. Is now opened, and allows modern mega-freighters to pass into the Atlantic from Asia and Pacific Rim. This has inspired billions in investment from the US East Coast Ports to accommodate these giant cargo ships. The vast majority of that new freight traffic will be transported to the North-East via I81. This presents an exponential increase in truck traffic in the coming decades. And could easily more than double the existing truck volumes on I81.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and increase freight access and connectivity while helping reduce traffic congestion and safety hazards.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,

Stephen L. Christian
President – Greater Chambersburg Chamber of Commerce
Executive Director – Chambersburg Area Development Corporation

February 6, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: 2020 INFRA grant for the I-81/Halfway Boulevard Freight Connection Project

Dear Secretary Chao:

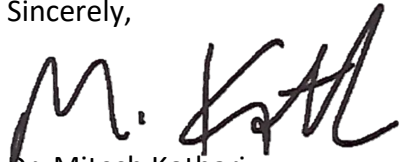
The Greater Hagerstown Committee (GHC) strongly supports the ongoing efforts to widen I-81 in Maryland to six lanes along the 12-mile section between West Virginia and Pennsylvania, particularly Phase 2 of the project between Williamsport, MD and Halfway Boulevard. This critical transportation project will transform national freight movement through this vital national corridor while improving safety, reducing congestion, improving traffic operations, and supporting economic development in the region. Our community has been unified in advocating for these improvements and it has been a major focus of our organization for over two decades.

In 1998, GHC organized and chaired a Quad State Task Force on I-81 comprised of public and private officials from MD, WV, PA, and VA. This multi-state task force concluded that widening I-81 from Harrisonburg, VA to Harrisburg, PA was *"a must do project"* for the safety of the citizens and as *"the single most important economic development asset in the region"*. Since that report, widening I-81 has been listed as a top priority project for the Hagerstown-Eastern Panhandle Metropolitan Planning Organization (HEPMPO), Washington County, MD Government, the City of Hagerstown, our local State Delegation, the Washington County Community Coalition, and the local business community. In addition, every local, state, and federal elected official over the last 20 years have publicly expressed their support for I-81 widening improvements.

We applaud our federal government for offering grant programs like INFRA and BUILD as a means to help fund these transportation infrastructure projects of national significance that serve as catalysts for economic development and jobs for our citizens. This Maryland section of I-81 is an ideal project to fulfill the goals and desires of the INFRA program - particularly as one of our nation's significant rural highways estimated to carry 12% of our country's Gross Domestic Product each year. With the section from West Virginia to Williamsport soon to be expanded to six lanes, this phase of the Maryland section of I-81 is the next logical portion of the highway to expand to handle the ever-increasing amount of freight and commuter traffic moving through this area. With the intersection of I-70 serving areas east and west, multiple rail lines, Hagerstown Regional Airport, two intermodal rail facilities in adjacent PA counties, and numerous economic development parks and retail parks running along the length of this stretch of highway, widening I-81 across Maryland represents a pivotal capital need that will have a strong return on investment for decades to come. In addition, the completion a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard will unlock new business development opportunities and provide alternative routes for freight traffic to both I-81 and I-70.

GHC is committed to improve I-81 by supporting the I-81/Halfway Boulevard Freight Connection Project for INFRA grant funding. We thank your office for its continued leadership and efforts to improve our nation's transportation assets. Federal grant funding is essential to solidify our ability to move forward with Phase 2 of this project in a timely manner - enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors and the economic development backbone of our region.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Kothari', with a stylized flourish at the end.

Dr. Mitesh Kothari,
GHC Chair

The Greater Hagerstown Committee is comprised of corporate and civic executive leaders from 78 local companies and organizations, employing over 10,000 people in Washington County from across the four-state area. GHC is funded solely by member dues and works collaboratively to be a catalyst for progress and growth in the Washington County, MD region.

Greater Hagerstown Committee

Full Active Members:

1. **Azizi, Basheer** – OpSmart
2. **Bakos, Jenny** – Wash. Co. Free Library
3. **Barr, Jonny** – Ellsworth Electric
4. **Baylor, Michael** – Ameriserv Financial
5. **Bloesel, Dieter** – Schmankerl Stube
6. **Bowen, Blackie** – Ewing Oil Co., Inc.
7. **Bowen, Scott** – MSB Architects
8. **Bowen, Taylor** – Berkshire Hathaway Bowen Realty
9. **Bowman, Don** – Bowman Group LLP
10. **Brezler, Ronnie** – United Bank
11. **Bruns, Andy** – Herald-Mail Media
12. **Burke, Mary Anne** – WC Arts Council, Inc.
13. **Daughtridge, Rich** – High Rock
14. **Davis, Taylor** – Morgan-Keller Construction
15. **Day, Michael** – Law Offices Michael Day & Assoc.
16. **Divelbiss, Jason** – JD Law Co., Inc.
17. **Ellis, Sheila** – AmeriClean, Inc.
18. **Feight, Brent** – Bushey Feight Morin Architects, Inc.
19. **Fiery, Doug** – Douglas A. Fiery Funeral Home
20. **Fitzgerald, Mike** – Gideon Properties, LLC
21. **Fitzsimmons, Brendan** – RBC Wealth Management
22. **Ford, Scott** – Carson Wealth
23. **Fritts II, Bill** – Smith Elliott Kearns & Company
24. **Fulton, Brad** – AC&T Co., Inc.
25. **Giustini, Lou** – The Columbia Bank
26. **Goetz, BJ** – Middletown Valley Bank
27. **Grach, Patrick** – Lifehouse Church
28. **Grunow, Keith** – BB&T Bank
29. **Harman, Tim** – Harman Funeral Home
30. **Harrell, Mark** – CNB Bank
31. **Harshman, Rick** – CBIZ Retirement Plan Services
32. **Hayes, Gary** – Spherion Staffing
33. **Hayes, Suzanne** – Merrill Lynch
34. **Herrera, Laura** – RBC Wealth Management
35. **Hetzer, William** – C. William Hetzer, Inc.
36. **Heuston, Melanie** – Meritus Health
37. **Hill, Sr., Nicholas V** – Callas Contractors, Inc.
38. **Holzappel, Richie** – Holzappel Investments
39. **Howell, Aaron** – Bank of Charles Town
40. **Hull, Jeff** – BJ's Custom Creations
41. **Johnston, Michael** – M.S. Johnston Company
42. **Joshi, Maulik** – Meritus Health
43. **King, Terry** – Leadership Development Resources
44. **Kothari, Mitesh** – Capital Women's Care
45. **Latimer, John** – Keller Stonebraker Insurance.
46. **Lough, Ed** – Northwestern Mutual
47. **Lynch, Brian** – Antietam Broadband
48. **McGovern, Gaye** – Gaye McGovern Insurance Agency, Inc.
49. **Minkinen, Marcus** – Volvo

50. **Moore, Tereance** – TM Consulting, LLC
51. **Motz, Christopher** – Purdue Global University
52. **Mullendore, Alan** – First United Bank & Trust
53. **Nerenhausen, Frank** – JLG Industries, Inc.
54. **Newby, John** – John G. Newby, M.D., P.C.
55. **Radaker, Mike** – MEC, Inc
56. **Rappaport, Jason** – Innovative Inc.
57. **Reynolds, Kent** – Keller Stonebraker Insurance
58. **Rohm, Julie** – Preit Valley Mall
59. **Rushing, Lynn** – Brook Lane Health Services
60. **Scott, Randy** – Chick-Fil-A
61. **Sears, Jim** – Potomac Edison
62. **Shuster, Dave** – Horizon Goodwill Inc.
63. **Singer, Jeanne*** – Law Offices of Jeanne Singer, P.A.
64. **Smith, Chris** – Battle Creek Land Co. LLC
65. **Snook, Greg** – CHIEF
66. **Spedden, Dan** – Visit Hagerstown
67. **Spicher, Curt** – Spicher's Appliances
68. **Toothman, Jeffrey** – Toothman Orthodontics
69. **Weiss, Michael** – Weiss Bros.
70. **Whiteside, Brittany** – Patriot Federal Credit Union
71. **Williams, Noel** – Williams Solution Group

Retired Members:

1. **Alter, Wayne**
2. **Barton, William**
3. **Baykan, Mary**
4. **Brake, Harold**
5. **Cirincione, Robert**
6. **Fulton, Adna**
7. **Martin, Al**
8. **Perini, Kathleen**
9. **Perini Peter**
10. **Pierne, Jim**
11. **Rhoads, Ross**
12. **Schnebly, John**
13. **Wright, Gary**
14. **Young, William P., Jr**

Ex-Officio Members:

1. **Kirk Downey** – Washington Co. Gov't
2. **Frey, Paul** – WC Chamber of Commerce
3. **Halsey, Mark** – USMH
4. **Klauber, Jim** – Hagerstown Community College
5. **Mercurio, Linda** – OnTrack Washington County
6. **Mike Spiker** – City of Hagerstown
7. **Michael, Boyd** – WCPS
8. **Sargent, Tara** – Leadership Washington Co.



Hagerstown/Eastern Panhandle Metropolitan Planning Organization

33 W. Washington St., 4th Floor, Suite 402, Hagerstown, MD 21740

Phone: 240-313-2080, Fax: 240-313-2084

www.hepmo.net

February 11, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I write to offer my full support for Washington County's application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81/Halfway Boulevard Freight Connection Project. This project will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70.

A critical corridor of the nation's Primary Highway Freight System, I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruption negatively affecting freight movement. The Maryland portion of I-81 carries nearly 20,000 trucks per day with projections showing a 50% truck volume increase by 2045. This projected truck growth, coupled with vehicular traffic, will result in sections of I-81 exhibiting a Level of Service of "F". This project has been identified as the number one transportation priority in the Hagerstown/Eastern Panhandle Metropolitan Planning Organization's regional Long Range Transportation Plan and designated as fiscally-constrained.

Rightly, you have made safety a top priority of USDOT. This project will improve safety on a section of I-81 that has significantly higher percentage of truck-related crashes versus the actual percentage of trucks in the traffic flow. In addition, the project will help alleviate non-recurring congestion and enhance pre-planned detour routes for incident traffic management.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,

Matthew T. Mullenax, GISP
Executive Director



Washington County, MD

HAGERSTOWN REGIONAL AIRPORT

RICHARD A. HENSON FIELD

COMMERCIAL & COMMUTER AIRSERVICE | AVIATION MAINTENANCE | AIRSIDE SERVICES

February 14, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: Infrastructure for Rebuilding America Grant Program

Dear Secretary Chao:

I am writing to express my strong support of the ongoing effort of the Maryland Department of Transportation State Highway Administration (MDOT SHA) to widen I-81 in Maryland to six lanes along the 12-mile section between West Virginia and Maryland. Phase 1 Widening will be completed in 2020, and Washington County has been working on the application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81 Phase 2 Corridor Widening project in collaboration with MDOT SHA and other private stakeholders.

Washington County and MDOT SHA are seeking a grant of \$55 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region. The I-81 Phase 2 Corridor Widening project includes two components: a much-needed widening and upgrade of a 3.5-mile section of I-81, and a 0.6-mile extension of Halfway Boulevard to meet MD 63 approximately 0.4 miles north of its interchange with I-70. This will create a new link between interstate interchanges on I-81 and I-70 that can be utilized in case of delay or closures due to daily traffic, construction, or a crash near the existing I-81/I-70 interchange.

The I-81 Corridor Widening project will provide many advantages to our passengers and businesses who utilize I-81 and I-70 to commute to and from the airport. Many passengers arriving and departing from the airport use the I-70/I-81 Interchange to access multiple destinations in our region. This intersection is hazardous as it is one of the few remaining cloverleaf interchanges in the interstate system. This forces vehicles to suddenly slow and accelerate before merging onto the travel lanes with very little time to get back up to highway speed. These intersections are of primary concern to travelers trying to reach the airport, as an

incident along the highway can significantly delay passengers coming to the airport from points south, west or east, as well as passengers attempting to return home after a two-hour flight back from Florida. We have had calls from multiple passengers saying they were stuck in traffic and could not make their flights because of incidents on the highway. Even passengers coming south on I-81 from Pennsylvania have been caught in traffic caused by accidents further south in this area because of the limited lanes of travel and the time needed to clear accidents.

The I-81 Corridor Widening project will improve safety by reconstructing several hazardous entries and exit ramps to create safer merging and exiting. With the airport's plans to seek additional air service, more passengers could be arriving along this vital corridor and utilizing the I-70/I-81 Interchange when more routes are made available. The widening and reconstruction of this interchange will go a long way in allowing us to market the airport to potential customers in the DC and Baltimore region and promote the ease of access to the airport for other lines of business opportunities we are seeking to develop in and around the airport.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, INFRA grant. If you have any questions regarding my support for this project, please do not hesitate to contact me at 240.313.2764.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. Plessinger', with a long horizontal flourish extending to the right.

Garrison A. Plessinger
Airport Director



WE
THINK
DIFFERENTLY

February 18, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I am writing to express my strong support for the request from the Infrastructure for Rebuilding America (INFRA) grant program for the I-81/Halfway Boulevard Freight Connection Project, which will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. This project will ensure Washington County is able to attract new and retain existing businesses.

As a business owner that operates a manufacturing facility which is directly off the I-81 exit 9, I strongly support this project. It appears every week there is a back up or accident causing our employees to be put in danger. The frequency of issues has even resulted in a special attendance policy related to delays caused during their commute on I-81. This is an overdue project that I strongly support.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and provide greater access to truck parking, a much-needed resource along the I-81 and I-70 corridors.

Thank you for your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thomas Dahbura", is written over a horizontal line.

Thomas Dahbura
President

INNOVATION | QUALITY | EXPERIENCE

www.HUBLABELS.com

18223 Shawley Drive, Hagerstown, MD 21740
TEL 301.790.1660 | TF 800.433.4532 | FAX 301.790.1795



3500 Transportation Research Plaza (0536)
Blacksburg, Virginia 24061
540/231- 4008 Fax: 540/231-1555
www.i-81coalition.com

February 12, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I'm writing on behalf of the Interstate 81 (I-81) Corridor Coalition to offer our full support for Washington County's application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81 Phase 2 Corridor Expansion and its linked Halfway Boulevard Freight Connection Project which will improve operational capacity and mobility, as well as address critical safety concerns along this segment of the Primary Highway Freight System (PHFS) in a rural Appalachian region. It also includes completion of a long-planned county road that provides for connection of Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. This project will ensure Washington County is able to attract new and retain existing businesses.

The I-81 Corridor Coalition is a partnership between Virginia, Pennsylvania, Maryland, West Virginia, Tennessee and included local governments, metropolitan planning organizations, state transportation departments, private sector, and non-profit organizations. The six-state partnership was developed because each of the state's host a critical section of I-81 and have joined to achieve, to the greatest extent possible, a safe, efficient, environmentally sensitive, seamless, and intermodal transportation corridor. I-81 is a nationally significant freight corridor supporting commerce along the east coast. It serves the bulk of employment in Washington County including multiple industrial parks, foreign trade zones, enterprise zones, and other projected high employment growth areas including our regional towered airport with a 7000-foot runway and a nearby inter-modal facility. I-81 has long been the backbone for regional commerce and economic development across six states from Syracuse, New York to Knoxville, Tennessee. With the addition of a third lane through most of West Virginia, and new funding initiatives passed this year in Virginia for I-81 improvements, Maryland is the logical next area to widen I-81 to 3 lanes (each direction).

The I-81 Corridor is characterized by traffic quantities that have doubled over the last 20 years, and an increasing proportion of already heavy freight traffic, this relatively rural highway is experiencing a marked increase in overall crash rates and fatalities. This is particularly relevant to freight as incidents involving heavy vehicles now account for approximately 35% of total corridor crashes. Worsening congestion and the travel-time uncertainties resulting from incidents and bottlenecks are challenging state transportation agencies, adversely impacting manufacturers and corridor economies, and hindering local and through travelers.



VirginiaTech

Virginia Tech Transportation Institute

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will enable future economic growth in this region. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and provide greater access to truck parking, a much-needed resource along the I-81 and I-70 corridors.

We appreciate your consideration of the I-81 Phase 2 Corridor Expansion /Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,



Andrew S. (Andy) Alden, PE
Executive Director

13023 Lance Circle
Hagerstown, Maryland 21742

February 13, 2020

The Honorable Elaine Chao, Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Ref: Interstate 81 Corridor in the State of Maryland

Dear Secretary Chao:

I am writing in support of an application by Washington County and the Maryland Department of Transportation State Highway Administration (MDOT-SHA) Infrastructure for Rebuilding American (INFRA) grant funding for the Interstate 81/Halfway Boulevard Freight Connection Project. This project will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. The connection of these two interstates is vital to the future movement of freight and commerce through Washington County, Maryland, and the East Coast. This project will ensure Washington County is able to attract new and retain existing businesses.

I along with my family are personally in support of this project because on May 3, 1998 my father, a volunteer firefighter was operating at a multi-fatal collision just south of this location when he was struck and killed by an inattentive driver. Too many families have suffered the loss of a family member along this section of Interstate Highway. Any form of improvement in the corridor would benefit safety as well as commerce.

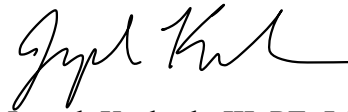
The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and increase freight access and connectivity while helping reduce traffic congestion and safety hazards.

Secretary Elaine Chao
Re: Interstate 81 Corridor in the State of Maryland
February 13, 2020

We appreciate your consideration for the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Kroboth", with a long horizontal stroke extending to the right.

Joseph Kroboth, III, PE, LS



January 30, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

We are writing to express our full support for Washington County's application for the Infrastructure for Rebuilding America (INFRA) grant program for the widening of I-81, which will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81 from the end of the current project (north of Exit 1) to Halfway Boulevard (Exit 5) in Maryland, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks, a much-needed resource along the I-81 and I-70 corridors.

We appreciate your consideration of Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,

A handwritten signature in dark ink, reading 'Tina H. Combs'.

Tina H. Combs
President & CEO



MARYLAND
Chamber of Commerce

February 10, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I write to offer my full support for Washington County and the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Infrastructure for Rebuilding America (INFRA) grant funding application for the I-81/Halfway Boulevard Freight Connection Project. This project will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. The connection of these two interstates is vital to the future movement of freight and commerce through Washington County, Maryland, and the East Coast. This project will ensure Washington County is able to attract new and retain existing businesses.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and increase freight access and connectivity while helping reduce traffic congestion and safety hazards.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, MDOT SHA, and the private sector to leverage available resources to implement this priority project.

Sincerely,

Christine Ross
President & CEO
Maryland Chamber of Commerce

MDCHAMBER.ORG

60 West Street, Suite 100, Annapolis, MD 21401 | 410-269-0642



February 7, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:


On behalf of Maryland Motor Truck Association, I write to offer our support for Washington County and the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Infrastructure for Rebuilding America (INFRA) grant funding application for the I-81/Halfway Boulevard Freight Connection Project. This project will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in the Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. This project will ensure Washington County is able to attract new and retain existing businesses.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12% of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and provide greater access to truck parking, a much-needed resource along the I-81 and I-70 corridors.

I appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,



Louis Campion
President & CEO

About Maryland Motor Truck Association: Maryland Motor Truck Association is a not-for-profit trade association representing the trucking industry since 1935. In service to its 1,000+ members, MMTA is committed to supporting and advocating for a safe, efficient and profitable trucking industry across all sectors and industry types, regardless of size, domicile or type of operation.

February 11, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: INFRA Grant Application for I-81/Halfway Boulevard Freight Connection

Dear Secretary Chao:

The Members of the Maryland Transportation Commission write to offer our full support for Washington County and the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Infrastructure for Rebuilding America (INFRA) grant funding application for the I-81/Halfway Boulevard Freight Connection Project. This project will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight and strategic highway network corridor in our rural, Appalachian region. The project also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. The connection of these two interstates is vital to the future movement of freight and commerce through Washington County, Maryland, and the East Coast. This project will ensure Washington County is able to attract new and retain existing businesses.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

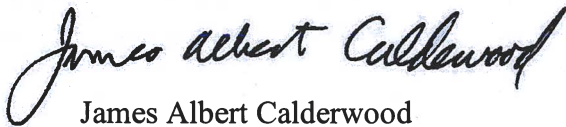
The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and increase freight access and connectivity while helping reduce traffic congestion and safety hazards.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and this request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

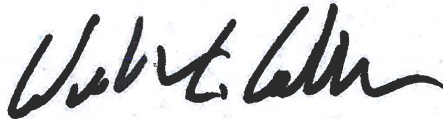
Sincerely,

The Honorable Elaine Chao

Page Two




James Albert Calderwood
Chairman



William Callahan
Ex-Officio Member



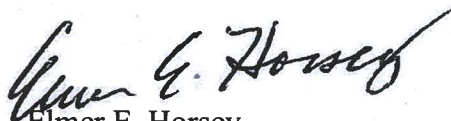
Camillo DiCamillo
Ex-Officio Member



Debra Farrar-Dyke
Member



Thomas Hampton
Member



Elmer E. Horsey
Member



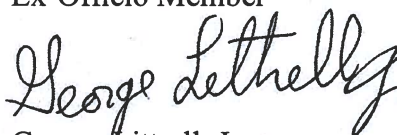
Natasha Iheme
Member



Barbara Richman Kahn
Ex-Officio Member



Jennifer Hill Leineweber
Member



George Littrell, Jr.
Member



Lisa Weimin Liu
Member



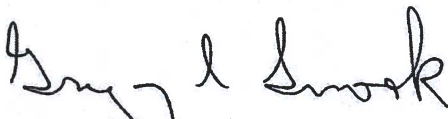
Michael J. Moore
Member



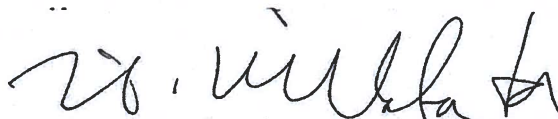
Ben Neil
Member



Gary Simpson
Ex-Officio Member



Gregory I. Snook
Ex-Officio Member



Mario VillaSanta
Ex-Officio Member

cc: Mr. Pete K. Rahn, Secretary, Maryland Department of Transportation
Mr. Robert Slocum, County Administrator, Washington County Government



Meritus Health
11116 Medical Campus Rd
Hagerstown, MD 21742
301.790.8000

February 13, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I write to offer my full support for Washington County and the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Infrastructure for Rebuilding America (INFRA) grant funding application for the I-81/Halfway Boulevard Freight Connection Project. This project will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. The connection of these two interstates is vital to the future movement of freight and commerce through Washington County, Maryland, and the East Coast. This project will ensure Washington County is able to attract new and retain existing businesses.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and increase freight access and connectivity while helping reduce traffic congestion and safety hazards.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,

A handwritten signature in blue ink that reads "Maulik Joshi".

Maulik S. Joshi, Dr.P.H.
President and CEO



February 13, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

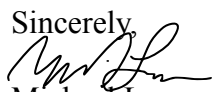
I write to offer my full support for Washington County and the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Infrastructure for Rebuilding America (INFRA) grant funding application for the I-81/Halfway Boulevard Freight Connection Project. This project will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region.

The bottleneck created by the large amount of passing traffic slows the progress and growth of business in our area. One 'Fender Bender' on the I-81 causes a rippling effect throughout the I81 and I70 businesses, including our property, New Heights Industrial Park.

All of the businesses in our facility rely on the vital clear passage on these economic arteries. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. New Heights Industrial Park will see a direct impact of new jobs in it's facility with the widening of the I81, in addition to supporting the thousands of jobs already in the corridor.

This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,

Michael Langer

February 16, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: 2020 INFRA grant for the I-81/Halfway Boulevard Freight Connection Project

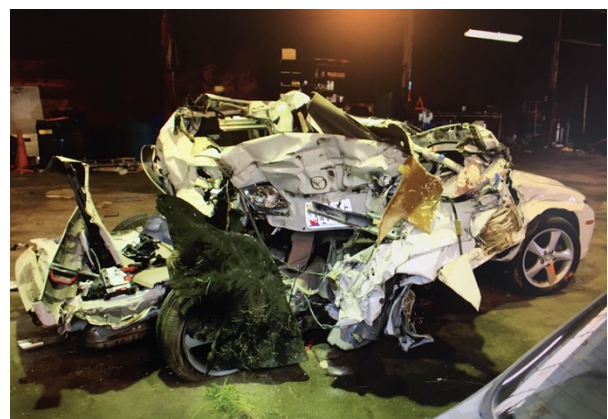
Dear Secretary Chao:

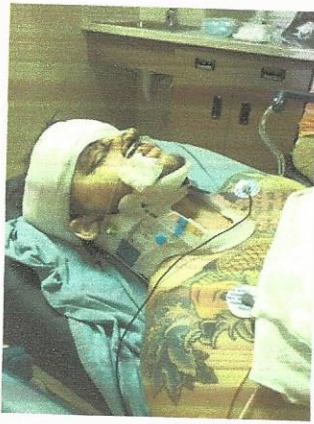


I have lived in Hagerstown, MD my whole life and frequently, almost daily, use I-81. As many people know it is a very dangerous stretch of highway and it is not uncommon for bad car accidents to occur here. On June 29, 2016 I was involved in a very serious and tragic accident. I was traveling in the northbound lanes around 4 PM when traffic came to a complete stand still. I was sitting there without moving for a few minutes when I noticed a tractor trailer in the

rear-view mirror. I quickly realized they were not slowing down and the I had time to do was to turn my wheel toward the median. I do not remember anything that happened until after the accident. The truck ended up hitting me at full speed, sending my car into the median. The truck would then go on to hit 7 more cars in front of me before coming to a stop.

The first thing I remember I was walking around the median of 81 not really sure what was happening or where I was. I remember seeing a gentleman leaned up against the guardrail on the south bound side covered in blood. I looked down to see my white shirt had turned dark red, and blue jeans were purple from being soaked with blood. I saw my car in the median being covered with large blankets. The passenger in my car, Jasmine Rafter, had passed away. I was taken to Meritus, our local hospital, via ambulance. One gentleman was flown to shook trauma, and multiple people required hospital visits.





Physically I suffered a broken neck, my c4 to be exact. I tore a few muscles in the back of my neck and I also had a broken nose and multiple lacerations to my head and face. I required 14 staples in the side of my head, and a total of about 40 stitches in my forehead, nose, and lip. Along with these injuries I had a large variety of aches and pains. The physical damage was bad but did not compare to the psychological damage this accident caused me. Jasmine, who was 21, was my girlfriend of about 10 months at the time of the accident. I had never experienced a death of anyone close to me before. For the next year I suffered from severe depression, anxiety, panic attacks, and was diagnosed with PTSD.

I was terrified to drive and would avoid 81 for some time. I got panic attacks anytime I was in traffic or was in a car driving near a tractor trailer. If I was driving in town and someone approached a stop sign, I would automatically assume they'd run it and hit me. I would have random flash backs of the scene and seeing the truck in my rear view and go into panic attacks. All in all I saw about 4 therapist numerous times each. One for grief, one for depression, one for my anxiety/panic attacks, and one for my PTSD.



This is just my story. One person whose life changed because of one accident. Jasmine's mother lost her daughter, her brother lost his sister, her nieces lost their aunt, and many people lost a friend. I have no idea the damage it did do everyone else directly involved in the accident from the other cars, but just from my car, dozens of people were affected both directly and indirectly.

The inferior lane capacity of I-81 cannot handle the ever-growing amount of truck congestion, and the regular shutdowns in traffic following an accident put people's lives at risk. These were the prime factors that caused not only my accident, but many other crashes over the years. It's time for our public officials to finally fund the construction of an additional lane on I-81 that was originally planned nearly 15 years ago. Please support funding this INFRA grant request to prevent others from going through what I have.

Sincerely,

Nicholas Colvin
17717 Garden Spot Drive
Hagerstown, MD 21740
(240) 469-8126



February 13th, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I write to offer our full support for Washington County and the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Infrastructure for Rebuilding America grant funding application for the I-81/Halfway Boulevard Freight Connection Project.

NorthPoint selected the Wesel Boulevard location for the development of Hagerstown Logistics Center for the strategic location of the major highways that service the surrounding areas. The project represents new construction investment of \$139 million with the opportunity of creating 1,500+ jobs. Hagerstown is at the major intersection of several highways that service Maryland, Pennsylvania, New Jersey and New York. This infrastructure expansion would assist with creating jobs for the communities and also function as a staple to the economic productivity for surrounding businesses. The city of Hagerstown, Maryland and the state of Pennsylvania provide some of the top labor markets in the region due to workforce demographics and wages, creating long term sustainability. The expansion of I-81 would increase quality life, freight transportation and make the highway safe for emergency services providing room for accident assistance. The expansion of I-81, would benefit transportation needs servicing states from New York to Virginia. This grant would help assist with the funding of the expansion of I-81 to not only benefit the daily commute of the residents but the overall quality of life for these families.

NorthPoint has a passion for the people, but especially in Hagerstown, we are excited to participate in helping the city achieve funding to benefit their city's economic development. This application represents the unified partnership of Washington County, the Maryland Department of Transportation and the business development of local and national companies.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brent Miles", with a stylized flourish at the end.

Brent Miles, Chief Marketing Officer
NorthPoint Development
4825 NW 41st St Suite #500
Riverside, Mo 64150 64150
www.beyondthecontract.com



February 7, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

We own/operate two Marriott hotels and three Roy Rogers Restaurants in Washington County. As such, I write to offer my full support for Washington County and the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Infrastructure for Rebuilding America (INFRA) grant funding application for the I-81/Halfway Boulevard Freight Connection Project. This project will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. The connection of these two interstates is vital to the future movement of freight and commerce through Washington County, Maryland, and the East Coast. This project will ensure Washington County is able to attract new and retain existing businesses.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and increase freight access and connectivity while helping reduce traffic congestion and safety hazards.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,
Plamondon Hospitality Partners LLC & Roy Rogers Restaurants

Peter Plamondon, Jr.
Co-President and Managing Member



Your *Global* Transportation Provider

February 14, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

Dear Secretary:

I would like to offer my support for the I-81/Halfway Blvd. Freight Connection project being put forth by the MDOT SHA. This Maryland section of I-81 is closed down on average at least once a week due to accidents that occur and in some cases, backing up traffic as far as 10 miles in either direction. There is only one viable alternative to I-81, which is US Rt. 11, which backs up as quickly as I-81 when there is an accident. The combination of the very short entrance ramps and only two lanes of traffic contribute significantly to the number of accidents. A third lane would greatly alleviate the congestion on a very busy section of our interstate. I have as many as 26 tractor trailers on the road daily and these accidents cause significant delays to my drivers getting into and out of our location very often causing delays in service to our customers. I understand accidents can never be eliminated entirely, but adding another lane, another exit, and/or alternative roadways would greatly help the flow of traffic and most certainly decrease the number of accidents on a daily basis. Connecting Rt. 63 to I-81 would give many local drivers a way around the most congested part of the area, bypassing the I-70 and I-81 interchange all together. The Halfway Blvd. Extension would have the same result. Instead of waiting in line to get on a congested interstate, many local drivers, including mine, would have the option to follow Halfway Blvd as far out as Exit 28 on I-70 past the I-81 interchange.

More open lanes on I-81, an extra exit and added routes will allow better access to all parts of the Hagerstown area helping the economy and local businesses in many ways. Pair this with the extension of Halfway Blvd. creating alternative routes, this will alleviate congestion, accidents and bottlenecks, creating a more efficient and much safer infrastructure of our local roadways. I appreciate your consideration in this matter and would strongly urge you to approve the measure for the safety and efficiency of the entire motoring public.

Sincerely,

Jeff Westbrook
Service Center Manager
R+L Carriers
Hagerstown, MD



600 Gillam Road
P.O. Box 271
Wilmington, OH 45177-0271
800.543.5589
rlc.com



315 North East 14th Street
Ocala, FL 34470
866.314.7750
riglobal.com



February 10, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I write to offer my full support for Washington County and the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Infrastructure for Rebuilding America (INFRA) grant funding application for the I-81/Halfway Boulevard Freight Connection Project. This project will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. The connection of these two interstates is vital to the future movement of freight and commerce through Washington County, Maryland, and the East Coast. This project will ensure Washington County is able to attract new and retain existing businesses.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and increase freight access and connectivity while helping reduce traffic congestion and safety hazards.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,



Mick Heckman

Director of Distribution

Tractor Supply Company - Hagerstown Distribution Center 498

Trammell Crow Company

February 18, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I write to offer my full support for Washington County and the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Infrastructure for Rebuilding America (INFRA) grant funding application for the I-81/Halfway Boulevard Freight Connection Project. We, at Trammell Crow Company, believe funding this project should be a top priority. This project will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. The connection of these two interstates is vital to the future movement of freight and commerce through Washington County, Maryland, and the East Coast. This project will ensure Washington County is able to attract new and retain existing businesses emulating what we are trying to accomplish with our 1 million square foot project located off Exit 10 in Hagerstown.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and increase freight access and connectivity while helping reduce traffic congestion and safety hazards.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,


Ray Goins



17301 Valley Mall Road
Hagerstown, MD 21740
Tel: 301.582.0701 • Fax: 301.582.1617

February 6, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I am writing on behalf of over one hundred retail and restaurant establishments, to offer my full support for Washington County's application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81/Halfway Boulevard Freight Connection Project, which will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard. This improvement will assist the traffic flow to the hotels, retailers and restaurants on and around Halfway Boulevard.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of traffic in a corridor. The current status of the I-81 corridor negatively affects the retail and restaurant sales in the I-81/Halfway Boulevard area that cannot be reclaimed. When an accident occurs on I-81 in Maryland, it causes sales to drop at a 17-28% rate for the day, depending on the length of time the accident back logs traffic.

The Valley Mall area draws patrons from four states and beyond, all of which travel the I-81 corridor. Pennsylvania, West Virginia and outlying areas make up almost 57% more than half, of the patrons to the Halfway Blvd restaurants, retailers, and Valley Mall shopping center. This is confirmed by zip code collecting during sales transactions. These consumers spend their disposable income here in Maryland giving us additional tax revenue.

Yearly sales generated by Valley Mall alone, totals more than \$150 million annually, not to mention the other hotels and restaurants adjacent to our property. The improvements to traffic flow will help from deterring these patrons from coming over state lines to enjoy our amenities.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. This connection will enable the employees of several businesses from Route 63 area, to easily access Halfway Boulevard restaurants during the lunch hour. This should increase sales by about 5% daily, this is approximately \$7.5 million dollars annually, giving significantly more tax revenue to the State of Maryland. The extension of Halfway Blvd to Route 63 will also give the thousands of employees already working on Halfway Boulevard a secondary means to get to work during high traffic times. Both road improvements will help the area in attracting new businesses and jobs.

Interstate 81 is a main corridor for travelers coming from Canada. Monthly traffic from Canada off of Halfway Blvd alone currently ranges from 15 to 19%. These travelers have been made aware that the Halfway Boulevard exit is approximately halfway from Ontario Canada to Florida. The local Washington County Convention and Visitor's Bureau, has been promoting the "Halfway There" campaign for five years. As a result of their efforts, we have seen increased traffic yearly from Canadians.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,
Valley Mall



Julie M. Rohm, CSM/CMD
General Manager
Julie.rohm@preit.com

Visit HAGERSTOWN

& Washington County, Maryland

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

February 7, 2020

Subject: Infrastructure for Rebuilding America (INFRA) Grant Program I-81/Halfway Boulevard Project

Dear Secretary Chao,

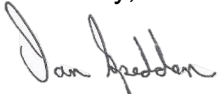
The Hagerstown/Washington County Convention and Visitors Bureau (CVB) supports the effort to improve the Maryland portion of Interstate Highway 81. Maryland has submitted an Infrastructure for Rebuilding America (INFRA) grant application for I-81/Halfway Boulevard Freight Connection to assist the funding of this critical infrastructure improvement. The CVB supports this application and encourages its approval and funding.

Much has been stated about the need for improvements on Interstate 81 in Washington County Maryland. Safety is the highest priority concern, reliability, convenience, efficiency, supporting industry and generating commerce are also valid justifications and urgent needs. A failed highway puts us and many of our endeavors at risk including travel and tourism. Hagerstown and Washington County have a robust travel and tourism economy; National and State Parks, iconic special events, and youth sports tournaments are big attractions. Washington County's most important tourism amenity is I-81.

Traveling a short distance or the length of the east coast 80,000 vehicles pass through Washington County on I-81 each day. The Convention and Visitors Bureau works hard to lure a percentage of those 80,000 vehicles into some of the 2,200 hotels rooms that support our tourism trade. Last year \$40 million was spent on lodging in Washington County more than \$109,000/day much of it left here by travelers on I-81. In Washington County 8 to 10% percent of the workforce is employed in tourism many along the I-81 corridor. We lure travelers off of I-81 by promoting the most efficient and attractive exits that a traveler could find. Quality hotels, dozens of restaurants, fuel, fast food, and an abundance of quality retail shopping opportunities serve tourists very well. The Convention and Visitors Bureau is delivering 2.75 million ads to travelers on I-81 in 2019 between Harrisburg PA and Woodstock VA. If your traveling in this area and search on your smart phone or tablet for amenities our ads appear. In 2018 there were in excess of 388,000 ads delivered after the traveler put the words "hotel" or "restaurant" in the search engine box of their device.

We need to improve I-81 and exploit it to grow our tourism economy. We need to design safe and attractive exits that invite travelers in to explore all we have to offer.

Sincerely,



Dan Spedden, President



February 13, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

As Vice President of Powertrain Production at the Volvo Group Trucks Plant in Hagerstown, Maryland, I write on behalf of Volvo Group North America to express our support for Washington County and the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Infrastructure for Rebuilding America (INFRA) grant funding application for the I-81/Halfway Boulevard Freight Connection Project. This project will improve our operational efficiency and mobility needs as well as address critical safety concerns we have for our employees as they travel to work and return home to their families and friends.

The current state of I-81 is problematic for us in Hagerstown and for a number of other Volvo Group facilities, including Volvo Construction Equipment in Shippensburg, Pennsylvania, our Mack Trucks assembly plant in Macungie, Pennsylvania and our Volvo Trucks assembly plant in Dublin, Virginia. These facilities have a combined annual \$5.1 billion economic impact in Maryland, Pennsylvania, and Virginia, including an annual \$1.2 billion impact in Maryland.

Congestion caused by a lack of I-81 lanes leads to inefficiencies in our operation because of delayed freight and deliveries coming into and leaving from our Hagerstown campus. The Maryland portion of I-81 carries more than 19,400 trucks per day, which is within the top 1% of truck volume by lane mile in the entire nation. Our facilities have tight manufacturing schedules, and any delays in receiving essential components used on Hagerstown's assembly lines can delay our sending engines, transmissions, and axles to the truck assembly plants. This can have a domino effect on our entire production system across multiple states as it can lead to late deliveries of trucks to our Mack and Volvo customers who need the new vehicles to run their businesses.

When our shipments are late arriving to the truck plants, there is a cost impact of \$1,500 a minute, or \$90,000 an hour. When we lose scheduled production, our employees are required to work holidays and weekends to make up the time at a cost of \$700 a minute, or \$42,000 per hour.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,

A handwritten signature in blue ink, appearing to read "M. Minkkinen", written over a horizontal line.

Marcus Minkkinen, VP
Powertrain Production



February 12, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I write to offer my full support for Washington County's application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81/Halfway Boulevard Freight Connection Project, which will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. This project will ensure Washington County is able to attract new and retain existing businesses.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. Wantz Distributors makes 25,000 trips on this stretch of I-81 with our delivery vehicles alone. All our warehouse, office and sales personnel use at least some portion of the I-81 corridor twice a day accounting for another 31,000 trips per year. Receipt of this grant funding will help maintain the I-81 Corridor's position as a national asset for freight movement for the next several decades.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it

WANTZ DISTRIBUTORS, INC.

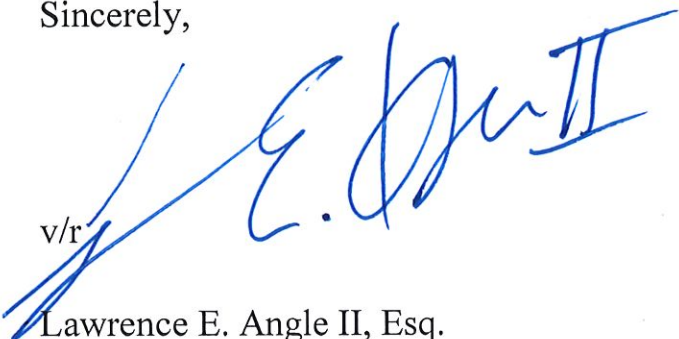
11743 Hopewell Road, Hagerstown, MD 21740
Tel: 301.733.3131 Fax: 301.797.7634

will enable the development of new business parks and provide greater access to truck parking, a much-needed resource along the I-81 and I-70 corridors.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,

v/r



Lawrence E. Angle II, Esq.
Delivery Director
House Counsel
Wantz Distributors, Inc.
11743 Hopewell Rd
Hagerstown, MD 21740

February 6, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I am writing on behalf of the Washington County Chamber of Commerce, representing 575 members and over 40,000 employees. The Chamber would like to express its strong support Washington County's application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81/Halfway Boulevard Freight Connection Project, which will improve operational capacity and mobility needs, as well as address critical safety concerns along this designated freight corridor in our rural, Appalachian region. It also completes a long-planned county road that connects Interstate 81 with MD 63 via Halfway Boulevard, unlocking business development opportunities and providing alternative routes for freight traffic to both I-81 and I-70. This project will ensure Washington County is able to attract new and retain existing businesses.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor that is estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1 percent of truck volume by lane mile in the entire nation. The I-81/Halfway Boulevard Freight Connection Project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the next several decades.

Most, if not all of our members' employees, travel on the I-81 corridor for either employment related or personal reasons. Most do so on a daily basis and would greatly benefit from improved safety and efficiency improvements to I-81 in the area highlighted.

In addition to creating new capacity, the I-81/Halfway Boulevard Freight Connection Project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2016, and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

Receipt of this grant funding will allow MDOT SHA to proceed steadily with the I-81/Halfway Boulevard Freight Connection Project, enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors while keeping pace with freight traffic growth. Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. Should MDOT SHA be awarded a BUILD grant for this project, Phase 2 can be advertised, awarded and begun within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed.

The widening of I-81 from MD 68 to beyond I-70, done in conjunction with the extension of Halfway Boulevard, will be an enormous boost to the regional economy. In addition to supporting the thousands of jobs already in the corridor, it will enable the development of new business parks and provide greater access to truck parking, a much-needed resource along the I-81 and I-70 corridors.

We appreciate your consideration of the I-81/Halfway Boulevard Freight Connection Project and Washington County's request for INFRA grant funding. This application represents the strong partnership of Washington County, the Maryland Department of Transportation State Highway Administration, and the private sector to leverage available resources to implement this priority project.

Sincerely,

A handwritten signature in cursive script, reading "Paul Frey".

Paul Frey, IOM
President & CEO



- Washington County Government
- City of Hagerstown
- Hagerstown Community College
- Washington Co. Free Library
- Town of Williamsport
- The Greater Hagerstown Committee, Inc.
- Washington Co. Chamber of Commerce
- Visit Hagerstown (Local Convention & Visitor's Bureau)
- CHIEF (Hagerstown-Washington Co. Industrial Foundation)

Washington County Community Coalition

Lobbyist: John Favazza, Esquire Mannis Canning & Associates 410.263.7882 jfavazza@maniscanning.com

February 9, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: 2020 INFRA grant for the I-81/Halfway Boulevard Freight Connection Project

Dear Secretary Chao:

The Washington County Community Coalition (WCCC), representing nine community partner groups, would like to express its strong support for the Infrastructure for Rebuilding America (INFRA) grant funding application for the I-81/Halfway Boulevard Freight Connection Project.

I-81 is a nationally significant corridor, aiding commerce in the region and along the east coast. The WCCC has been advocating for the widening of I-81 at the state level for over 15 years. However, only the first phase from the West Virginia line to the Williamsport exit has been able to be funded through traditional revenue streams. Phase 1 will be completed later this year and the design and engineering of Phase 2 (the portion associated with this application) is well underway. It's critical for the health of our local economy and the safety of the thousands of people that use I-81 each day that we secure the funding to start construction of this next phase of the project.

From our many years of advocacy, it is clear that the widening of I-81 can not happen without some additional support from the Federal government as provided with this INFRA grant program. Rural communities like ours depend on our highway transportation system (I-81 and I-70) as the backbone of our local economy. The majority of our distribution, manufacturing, retail, and the defense related industries surrounding our airport are located along the this 12 mile section of highway. The area around the Halfway Boulevard interchange is our community's retail anchor as well as an area targeted for employment growth from industries relying heavily on truck transportation. The congestion from every increasing truck traffic – more than double what I-81 was designed for, has hampered our ability to attract business and has cost the loss of many lives. The completion of this project is long overdue, will dramatically improve safety along this busy section of highway, and will spur economic development and new investment.

We would like to thank your department and this administration for implementing grant programs like INFRA which are critical in funding transportation improvements in rural communities like Washington County. We believe this project is a perfect fit for the goals and objectives of the INFRA program as reflected by the regional letters of support for this application in Maryland, Pennsylvania, and West Virginia. We respectfully ask for your support in awarding funding for Washington County's grant application.

Sincerely,

A handwritten signature in black ink that reads "Paul Frey". The signature is written in a cursive, flowing style.

Paul Frey, Managing Partner for The Washington County Community Coalition



February 13, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: Infrastructure for Rebuilding America (INFRA) Grant Program

Dear Secretary Chao:

I am writing to express my strong support of the ongoing effort of the Maryland Department of Transportation State Highway Administration (MDOT SHA) to widen I-81 in Maryland to six lanes along the 12-mile section between West Virginia and Maryland. Phase 1 Widening will be completed in 2020, and Washington County has been working on the application for the Infrastructure for Rebuilding America (INFRA) grant program for the I-81 Phase 2 Corridor Widening project in collaboration with MDOT SHA and other private stakeholders.

Washington County and MDOT SHA are seeking an INFRA grant of \$55 million to bridge the gap in construction funding for a project to expand capacity and improve interchanges along the National Freight Highway Network near Hagerstown, Maryland, to better serve the freight and personal transportation needs of Western Maryland and the Appalachian Region. Phase 2 of the I-81 Corridor Widening project includes two components: a much-needed widening and upgrade of a 3.5-mile section of I-81 and a 0.6-mile extension of Halfway Boulevard to meet MD 63 approximately 0.4 miles north of its interchange with I-70. This will create a new link between interstate interchanges on I-81 and I-70, opening land for development along this new road segment.

The I-81 corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck slowing the movement of freight in a corridor that is estimated to carry twelve (12) percent of the country's Gross Domestic Product each year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1 percent of truck volume by lane mile in the entire nation. The I-81 Corridor Widening Project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the next several decades.

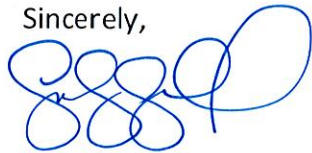
The Honorable Elaine Chao
February 13, 2020
Page 2

In addition to creating new capacity, the 1-81 Corridor Widening Project will improve safety by reconstructing several hazardous entries and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of 1-81 in Maryland doubled between 2010 and 2015 and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the 1-81 corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

Phase 1 of the 1-81 Corridor Widening Project commenced construction in October 2016 and is expected to be completed this summer. Should MDOT SHA be awarded the INFRA grant for this project, Phase 2 will be able to commence.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, INFRA grant. If you have any questions regarding my support for this project, please do not hesitate to contact me at 240.313.2289.

Sincerely,



Susan J. Small, Director
Washington County Department of Business Development